the necessary buildings as suggested by him. The existing central block might be used for the dispensary but the other buildings should not be put up piece-meal but should be constructed in accordance with a comprehensive plan.

The Kottayam-Kumili road was the only road starting from the Kottayam town and running east available for the use of pedestrians and vehicles. It was narrow, its width being not more than 20 feet. The heavy lorries of the Motor Transport and Aerial Rope-way Company, Ltd., were always plying on the road, leaving very little space for other traffic. Widening the road was an impossibility as substantial buildings had been constructed on either side of it. The only way to relieve the heavy traffic on the road was therefore the opening of other roads parallel to it and the member suggested the construction of the following roads :—

(1) A road north of the K. K. road starting from the Y. M. C. A. building and running straight east behind the hospital and passing between the District and Sessions Court and the Good Shepherd's Church and ultimately leading to the Kanjikkuzhi bridge.

(2) A road south of the K. K. road starting from the Travellers' Bungalow and going due east passing the Market landing and reaching somewhere near the tollgate.

The above-said roads should be opened along with the erection of buildings for public offices at Kottayam.

DEWAN'S REPLY : Mr. Cheriyan Varghese, those were two excellent suggestions which you made and which I think will be welcomed by the body capable of carrying them out, that is, the Kottayam Municipality. One is a Women and Children's Hospital, and the other is a parallel system or multiple roads. If the Municipality have not got funds, I have no doubt that, like municipalities all over the world, they can establish a sinking fund and on the security of that fund they can raise money. You said a great deal about a District Hospital which is nameless. I shall come and see that rather interestingly and luridly pictured place.

MEMBER : It is my ardent prayer.

DEWAN : I shall come there some day.

143. Needs of the Changanachery town.

MR. OUSEPH OUSEPH (*Member, Trading Classes, Changanachery*) stated that though Changanachery was a commercially important and thickly populated town, it had no convenient Travellers' Bungalow. The touring officers did not therefore halt there and consequently, the local inhabitants could not personally represent their grievances to the officers concerned who generally halted at the travellers' bungalows of the neighbouring towns of Kottayam, Tiruvalla or Chengannur. Some years ago, there was a convenient camp-shed at Changanachery but it was no longer available. The old Travellers' Bungalow was unfit for occupation. Being denied opportunities for making personal representations to the officers on tour, the people of Changanachery had only one occasion every year to make such representations *viz.*, the annual session of the Sri Mulam Popular Assembly. On those occasions, only the most pressing needs were brought to the notice of the Government.

The first and foremost need was the construction of a shed at the Market landing. Considering the quantity of merchandise exported from and imported into the taluk and the volume of passenger traffic, the shed was an absolute necessity. Although the matter had been pressed at four previous sessions of the Assembly and the Dewan had given a favourable reply on those occasions, the shed had not yet come into existence. It should therefore be put up without further delay.

There were no rivers or good canals in Changanachery for drinking and bathing purposes. The Chitrakulam was situated in a remote corner of the town and was dried up during the summer season. The only other source of water supply was the Poovakattu *chira* which was in disrepair. That was 10 acres in extent and was not dried up during the hot season. But part of it had been silted up and covered with weeds. The matter had been brought to the notice of the Government through the Sri Mulam Popular Assembly and the Legislative

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Council but the Government had contented themselves with the reply that the work should be carried out by the Municipal Council. That was hard, as the Council had not sufficient funds. The Government should, therefore, take up the work without delay and redress a long-standing grievance of the people.

In the matter of trade, Changanachery needed a better communication with Alleppey than any other taluk. The existing waterway between Alleppey and Changanachery was not convenient as it was, circuitous. A direct canal between the two places was therefore absolutely necessary. The cost was insiginificant regard being had to the expenditure required for the proposed Alleppey-Kottayam road. When the canal was opened, the soil excavated could also be used for the opening of a road close by. The proposed canal would help to open communication with the interior of Kuttanad.

In conclusion, the member urged the need for the repair and improvement of the Changanachery-Chunkam canal. That canal was also absolutely necessary for the development of trade in the Changanachery taluk as it was the only canal connecting Changanachery with Kottayam to which latter place the inhabitants of Changanachery had to go frequently because the Division Cutcherry, the District Court, the Public Works Division Office, etc., under the jurisdiction of which that taluk was included were situated at Kottayam. The canal was shallow and not navigable throughout for motor launches. Big *valloms* laden with merchandise and proceeding from Cochin could not also be taken to Changanachery along the canal. The only other route was *via* Alleppey, which was circuitous. The canal should therefore be improved and made fit for navigation.

DEWAN'S REPLY: Mr. Ouseph, the construction of a shed at the Market landing will be taken up, if possible, next year.

In regard to the Poovakattu *chira*, that is a piece of work that must be undertaken by the Municipality; and, as a preliminary step, Government are now having a survey carried out at the cost of the Municipality.

Then, as regards the Changanachery-Alleppey canal, as I said already last Tuesday, Government are having the matter looked into, and enquiries are being made as to whether the people of the place will surrender lands free.

I quite agree with you in your opening remarks as to the lack of facilities for staying at Changanachery. There is a Travellers' Bungalow there which, I am sorry to say, is a thorough disgrace. By some miracle I am still alive after having stayed there for a few hours once.

144. Needs for the Changanachery town.

MR. K. GOPALA PILLAI (*Member, Municipal Council, Changanachery*) said that many of the Municipal Councils of Travancore required closer supervision by the Government in respect of their constitution and working. As regards constitution, the system of nomination was defective in that it gave more importance to communalism than to the status and efficiency of the nominees. There were instances when membership was thrust upon men who had no idea of the responsibility entrusted to them. The position of an ordinary man leading a hand to mouth existence, becoming a colleague of the leading citizens of town in matters of judicial or municipal administration was not covetable. The claim of landed proprietors and *jenmies* was ignored in some cases. However, so long as the practice of nomination was adopted the Tahsildar's recommendations must prevail as they would have the best local experience in selecting persons. In making nominations to Municipal Councils, special regard must be paid to the status and ability of the persons representing landed interests. Persons holding other honorary posts should be totally excluded.

Municipal Councillors were sometimes appointed as Panchayat Court Judges or Bench Magistrates. That was not proper ; for, in Municipal cases, tried by such Judges or Magistrates the Judge and the prosecutor became one and the same person.

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